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MAR 1952 [illegible]

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CLASSIFICATION CONFIDENTIAL
SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

| | | | |
|---|---|---|---|
| COUNTRY | USSR | DATE OF INFORMATION | 1953 |
| SUBJECT | Economic - Coal mining | | |
| HOW PUBLISHED | Daily newspapers, monthly periodicals | DATE DIST. 4 | Sep 1953 |
| WHERE PUBLISHED | USSR | NO. OF PAGES | 4 |
| DATE PUBLISHED | 6 Mar - Jun 1953 | | |
| LANGUAGE | Russian | SUPPLEMENT TO REPORT NO. | |

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SOURCE Newspapers and periodicals as indicated.

## COAL INDUSTRY OF EAST SIBERIA AND THE SOVIET FAR EAST

### Vostsibugol' Combine

Mine No 15 of the Vostsibugol' Combine is working a coal seam 1.4 meters thick, without interlayers of rock. The seam dips at an angle of 5 degrees. It has a stable roof, a firm floor, and only a slight water content. The continuous method of mining is used, and roof control is effected by complete caving.

In recent years the mine has received many new mining machines and mechanisms. Heavy KMP-1 cutting machines operate at the face and are also used for loading coal onto the conveyer. The STR-30 conveyer transports coal from the face, the SKR-11 conveyer carries it along passages parallel to the face and along crosscuts, and battery electric locomotives move it along the haulage passage to the main shaft.

All three sections of the mine are operating on the cycle work schedule, with coal extracted during two shifts and the third shift reserved for repairs and development work. In order not to overtax underground transport, the development shifts of the working faces are organized at different times of the day.

During the hour before the arrival of the development brigade at the face, electricians are let down into the mine to inspect the cutting machine, located at the lower part of the face, transfer the cables, and check the condition of the conveyer drive, the engine, and the starting apparatus. One coal face in Mine No 15 is 100 meters long and two KMP-1 cutting machines operate there.(1)

### Krasnoyarskugol' Combine; Kanskugol' Trust

In the mines of the Kansk basin, development work is carried on at an average speed of 40-50 meters per month. The experience of a brigade working in Mine No 3 proved that this rate can be more than doubled. This brigade cut passage No 34 in section No 1 where the seam being worked was 2.2 meters thick and dipped at an angle of up to 5 degrees. The rock in the floor and roof of the seam was soft argillite and the coal was medium tough.



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The one-way passage was supported by partial wooden frames, 0.7 meter apart. The cutting was carried out without damage to the roof or floor. Borehole were drilled along the coal with ER-5 electric drills, each drilling aggregate consisting of a rod 2.2 - 2.5 meters long and a one-meter-long drill. Coal was loaded by S-153 coal-loading machines onto railroad cars with a capacity of 0.8 ton. At a distance of 150 meters from the working front, a railroad siding with room for nine cars was constructed, and temporary rails were laid from the siding to the face. The empty cars were moved by gravity 100-150 meters from the siding to the face, while loaded cars were hauled by LU-15 winches.

The development brigade consisted of six persons, two for each of the three shifts. The work plan provided for the completion of one cycle per shift. After a careful inspection of all mechanisms, one member of the brigade started to drill boreholes in the face, the other to lay the temporary tracks. The depth of the boreholes was 2.2 meters, and each of them was charged with 0.8 kilogram of ammonite. Specifications for blasting operations provided for a breakdown of 2 meters of coal per blast.

The miners finished all development operations in 4 hours, including blasting and ventilation of the face. Then they started to load coal. One worker managed the loading machine while the other one saw to it that empty cars arrived from the siding and that full cars were moved away. Coal was removed from the passage in two stages of 8 - 10 cars each. Loading of coal and delivery of one lot of cars to the main haulage passage took 25-30 minutes.

In October, the brigade, working in passage No 34, cut 101 meters; in November, 95 meters. These figures were not bad for conditions prevailing in the Kansk basin but they did not satisfy the workers, who held meetings, revealed bottlenecks in the work, and planned concrete measures to eliminate them. In December, 127 meters of the assembly passage were cut. The brigade fulfilled its norm an average of 141 percent, and each of its members received 2,500 - 3,100 rubles pay.(1)

Khakassugol' Trust

Khakasskaya Autonomous Oblast, which is rich in natural deposits, is located in Siberia, in southern Krasnoyarskiy Kray. Chernogorsk, the center of the oblast's coal industry, is situated near Abakan, the capital of the oblast. The coal industry of the area is managed by the Khakassugol' Trust, which is a member of the Krasnoyarskugol' Combine. Mine No 15 is an outstanding mine of the Khakassugol' Trust.(2)

Primorskugol' Combine; Artemugol' Trust

On 4 March, miners of the Artemugol' trust delivered their usual /daily/ above-plan trainload of coal, an accomplishment which they have been achieving since the beginning of 1953.(3) Mine No 3-ts of the same trust resolved to mine several trainloads of above-plan coal by 1 May. In 7 days of April the mine had delivered 300 more tons of coal than provided for in their obligations and thus achieved the level planned for the last year of the Fifth Five-Year Plan.(4)

Mine No 7-7-bis of the Artemugol' Trust is working the Artemovskiy deposit, which consists of rock of the Tertiary period and contains sandy, clayey shales, clays, and sands. There are seven coal seams, five of which are thick enough to work. These seams dip at the slight angle of 5 - 8 degrees. Compared with the unstable, friable rock surrounding it, the coal seems very tough and stable.





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At present, Mine No 7-7-bis is working coal seams $VI_2$ and $VI_1$. These seams and the surrounding rock are separated by a cleavage extending in a direction close to a meridian (7 - 8 degrees northeast), with the cleavage plane dipping west at an angle of 68 - 80 degrees.

In the experimental sections of Mine No 7-7-bis, mining operations in the rock associated with seam $VI_2$ were very difficult. In the floor of the seam there are rocks very inclined to heaving -- carbonaceous-clayey, porous shale, and brown clay; in the immediate roof over the coal -- unstable brown clay; in the roof above this -- sandy-clayey rock layers and between them a coal seam not thick enough to work. The thickness of the rock increases gradually from 2.5 meters to 15 meters from east to west. Above lies the caved-in rock of the roof of seam $VI_1$ which was worked out in 1949 - 1950.

In working the Artemovskiy deposit, it was discovered that faces located in a crosswise direction from the line of cleavage or at an angle of more than 45 degrees to it are more favorably situated than faces parallel to the line of cleavage or at an angle of less than 45 degrees to it.(5)

Suchanugol' Trust

Mine No 21 of the Suchanugol' Trust had to its credit, as of 25 March 1953, seven or more times the amount of above-plan coal that it had in February. Every fourth ton extracted by Mine No 21 is above-plan fuel.(6)

On 28 March, workers of the Lipovetskiy Mine Administration completed the quarter plan for extracting coal. Reconstruction of the underground economy is being carried out in this enterprise as in other mines of Primorskiy Kray. Old cutting machines are being replaced by more powerful, two-bar ones. Faces and development workings are equipped with loading machines. New electric locomotives have been added to the mine rolling stock, and loading of coal onto railroad cars has been completely mechanized. Since the beginning of 1953, the mine administration has been delivering daily 80 - 100 tons of coal above its planned capacity.

Mine No 10 has considerably exceeded its planned capacity. In 1952, this mine was considered the least mechanized mine in the Suchanugol' Trust. However, the mine workers did a capital repair job on the mine workings, reconstructing and deepening the main shaft and thus improving the delivery of coal to the surface. Expanding the operational front, workers of the mine attained first place among enterprises of the Suchanugol' Trust.(7) The miners promised to deliver several trainloads of above-plan coal by 1 May. As of 10 April, they had already extracted three times more coal than they had pledged.(4)

Sakhalinugol' Combine; Makarovugol' Trust

In the coal pit of Mine No 14 of the Makarovugol' Trust heavy walking excavators are now being used to remove rock. They are so large that they dwarf the excavators used previously.

With the arrival at the mine of the walking excavators, labor productivity was increased by several times. Hundreds of workers had been employed in breaking, loading, and transporting coal. Now all these processes are mechanized.

All the mines of Sakhalin are provided with the most modern techniques. Donbass combines, dozens of rock-loading and coal-loading machines, hundreds of conveyers, electric locomotives, cutting machines, and other mechanical devices are used here.(8)



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